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**FEW CHANGES IN
NEW EIGHT CARS**

Eight Cylinder Motor Which
Has Proved a Great Suc-
cess Unaltered

The announcement of the new eight-cylinder Cadillac, which has just been made, emphasizes the fundamental soundness of the original principles, as there are no radical changes in the new cars.

A choice of eleven body styles, a slight change in the body lines, the lowering of the drop in the frame, general refinements, added equipment and the fact that the first cars will be here within two weeks, are the most important facts in the new announcement.

For the third year the Cadillac Motor Car Company announces its eight-cylinder cars, with no radical changes in the basic principles of design.

The first Cadillac eight proved so successful that it was found unnecessary to make any radical alterations last year, and the same is true now.

This does not imply that the Cadillac process of refinement has come to a conclusion. In many ways this is a better, finer Cadillac than any which have preceded it—the subject of unremitting research and scientific betterment in scores of details.

What the absence of radical change really means is that the underlying principles of Cadillac V-type eight-cylinder construction have been proved fundamentally sound by the performance of 31,000 cars.

It means that the Cadillac company has arrived at the deliberate judgment that the kind of a motor car which it is now building represents a higher degree of efficiency than any in the joint judgment of every expert mind associated with this company, as well as the experience and judgment of 31,000 owners. The new Cadillac conforms to the finest Cadillac tradition, down to the least and last of details—and it advances them still more closely toward perfection.

With the new Cadillac is offered a greater range of body styles than ever before. The open, the two convertibles and two of the enclosed cars have a wheel base of 125 inches, while the three seven-passenger enclosed cars have 132-inch wheel base.

Of the former there are four cars. The seven-passenger touring car, with disappearing auxiliary seats, may be considered the standard Cadillac of the open-body type. This is supplemented by a four-passenger phaeton, a two-passenger roadster, with disappearing rumble seat for two, and a close-coupled roadster seating four.

There are two convertible cars; that is, having permanent roofs and disappearing windows, viz: a seven-passenger car and a four-passenger Victoria.

The list of enclosed cars includes a four-passenger coupe and a five-passenger brougham, each with 135-inch wheel base; a seven-passenger limousine, a seven-passenger landaulet and a seven-passenger imperial with 132-inch wheel base.

The designs are beautiful in themselves. The exteriors are unmarred by any incumbrances; all that can be concealed conveniently has been so disposed of. The running boards are entirely free. Battery and tool compartments are concealed under the dust shield alongside the running boards, where their contents are out of the way, but instantly accessible. Spare tires are carried at the rear.

Cadillac upholstery is truly a revelation. It represents the most modern developments in thorough comfort-giving qualities. The covering material is platted over specially designed deep coil springs and high-quality genuine curled hair. Extreme inequalities of the road are reduced in their effects to the lowest minimum, while minor inequalities are lost in its soft resilience. The entire construction is conducive to the very acme of seating luxury.

Doors are wide, and the handles so designed that they are not apt to catch and tear the clothing when entering or leaving the car.

The hinged steering wheel, which locks securely when driving, facilitates entrance to and exit from the front seat at either side.

In the seven-passenger models the auxiliary seats fold snugly into recesses, entirely out of the way when not in use.

Throughout the car there is evidence everywhere of the designers' skill, and the care which has been taken to provide for the convenience and comfort of the passengers and the driver.

**GIRLS IN AUTOMOBILE
TO VISIT EACH STATE
FOR SAN DIEGO FAIR**

Two young women set out from San Diego, Cal., March 26 in an Overland automobile to visit every state in the Union for the purpose of inviting, through the governors of each state, all the citizens of every commonwealth to visit the San Diego exposition before it closes. They expect to visit the governor of every state and end their mission by December 21.

These young women are Miss Cora A. Beardsley and Miss Ethel McMillen of San Diego. They are not accompanied by any male person, even a mechanic. They do their own repairing and attend to all the punctures and blowouts in the most approved manner. They passed through Denver recently. They visited the state capitol and stayed in the city over night, leaving by way of the Greeley road for Wyoming.

HAYNES RECORD

D. B. Gish of Washington, D. C., recently established a new record for motor travel between New York and Washington, when he covered the 238.2 miles in a Haynes light six in seven hours and 26 minutes.

**WHAT TO WEAR
FOR MOTORING**

Hats, Wraps and Accessories
for Automobiling Appear
in New Modes

Linen mandarin coats are a mid-season innovation. They take the place of a suit coat and a duster at the same time. The coats are trimmed with a two-inch banding of white linen on the tan coats and tan on the white coats and are embroidered in Chinese bird or floral patterns. The embroidery is done in the outlining work, but shows enough color to be very attractive. The buttons are large bullet pearl buttons, with loops of the linen used instead of buttonholes.

Spanish hat turbans in cherry velvet are embroidered in gold braid. The hats are worn well on the left side of the head, and the veil is folded under the edge of the hat and tied in a soft knot at the back. Cherry velvet Russian blouses are worn with the hats over white linen skirts and with white low shoes and cherry silk hose.

Oriental turbans are very popular, though they offer no shade for the eyes. The turbans are shaped like a man's skull cap and the edge is embroidered with gold or silver threads. One thickness of the veil is pinned tightly around the brim or band and floats down the back or is tied scarf fashion in front.

Luncheon cases in the best models, having attached table fixtures or convertible table covers, are good for day trips. For short stops it does not pay to construct a table.

Quite the latest note in dog baskets is the introduction of the air mattress having a slip cover of linen or flannel as the case may be. It is much cooler and the dog does not get the jar of the machine as it does with the regular upholstered cushion.

Chateleine pockets and belts are traveling conveniences women have always appreciated, but as fashion required them from popularity in leather they are now made of linen or any suit material. The belt is narrow and has a metal buckle and slide.

While there are a number of models in motoring corsets to be had, the short ones having the woven wire stays instead of whalebone are very much more comfortable. The wire bone is so woven as to give with each movement of the figure, and it does not rust, break or get out of shape.

A novelty in writing outfits is one having not only stamped and partly addressed envelopes and postals, but a skeleton letter pad where one has to fill in only the blank spaces to complete such a letter as one might write en route.

A very convenient overall apron made of duck or denim has detachable sleeves. It is for the woman who runs her own car and occasionally has to "get out and get under" when not dressed for such an emergency.

MOTOR HONKS

By Otto Horne

When the rear wheels are in a muddy spot do not try to drive the car out by spinning the rear wheels. The slower the wheels turn the better the chance of gripping the surface. If the car can be rocked by alternately engaging and disengaging the clutch it will be found that the pendulum action of the car will almost carry it out of a bad spot and certainly will be helpful in most cases.

If valve-grinding compound cannot be easily obtained, use 120-degree emery mixed with oil to start, and flour emery to finish. Mix with oil to consistency of thick cream. It works just as well as the best grinding compound and, in fact, was used many years before grinding compounds were placed on the market.

Speeding up the motor before stopping, by opening the throttle and then opening the switch, makes it easier to start the motor again. This is particularly useful where there is no self-starter. It enables one to start the engine by switching on the ignition current, thus avoiding the disagreeable feature of cranking.

Try the fan belt occasionally to see if it is loose. If you can turn the fan freely or even spin it, the belt needs tightening. This is a cause of overheating that is frequently overlooked.

In case of spring squeaks it will not be necessary to remove it in order to oil. Jack up frame, to take weight of car off springs, remove the clips that hold spring leaves together, and pry leaves apart with screwdriver or cold chisel. Graphite grease should then be spread over every leaf, using a table-knife or thin piece of metal. There is a tool on the market which spreads the leaves without requiring that the car be jacked up.

If the carburetor catches fire, do not give way to panic. Shut off the gasoline at the tank and start the motor if possible. A self-starter is useful here, but one should spin it by hand, if necessary. This draws the flame into the carburetor, where it will do no harm. Water from the radiator may be thrown on burning woodwork, but never on a pool of burning gasoline on the floor, as it only spreads the fire.

A man charged with trying to in-

duce a stranger to bet him he couldn't get a popular priced car, that advertised that it was behind in production, if he had the money in his kick, was forced up at headquarters. He offered 20 to 1 he could and the police records stated "daylight robbery." Fair enough.

One good turn deserves another, say those who will not install self-commencers on their boats.

A vital point to watch is the king pin (the king bolt on which the front axle turns), as a serious accident may occur if one is worn through and breaks. Look at them carefully from the front and compare them.

The heat of explosion in an automobile engine is sometimes as high as 4000 degrees Fahrenheit and usually never below 2000 degrees.

The von Hamm Young Company has received a consignment of Chanler and Dodge cars, but the supply has been far below the demand. The sales department reports a big demand for Buick and Dodge machines.

With other cars until your eye is trained. If they throw the axle down a little they are beginning to wear too much. This sometimes happens to a new car on account of failure of the oil or grease to reach all parts of the pin. Where this trouble is

The wise buyer brushes aside mere theories of construction and selects the make which holds the record for performance. That is the only value he can know and the only value he can use. The White record is reflected in its predominant annual sales.

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